

# Bus Services (No. 2) Bill [HL]

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THIRD MARSHALLED  
LIST OF AMENDMENTS  
TO BE MOVED  
IN GRAND COMMITTEE

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*The amendments have been marshalled in accordance with the Instruction of 8th January 2025, as follows –*

Clauses 1 to 10	Clauses 11 to 31
Schedule	Title

*[Amendments marked ★ are new or have been altered]*

**Amendment  
No.**

**After Clause 27**

BARONESS PIDGEON  
LORD HAMPTON  
BARONESS GREY-THOMPSON

**49** After Clause 27, insert the following new Clause –

**“Impact on rural areas**

- (1) Within six months of the day on which this Act is passed, the Secretary of State must lay before Parliament a report detailing the impacts of the provisions of this Act on rural areas.
- (2) For the purposes of this section “rural” refers to areas so defined by the Rural Urban Classification.
- (3) The report in subsection (1) must include, but is not limited to –
  - (a) an assessment of the level of bus service provision in rural areas including frequency, coverage, and accessibility;
  - (b) an evaluation of how the provisions of this Act affect access to public transport for residents in rural areas, with a focus on affordability, reliability, and inclusivity;
  - (c) a review of the potential economic, social, and environmental impacts of any changes in transport services or infrastructure in rural areas as a result of this Act;

- (d) recommendations for any further actions or policies that may be required to ensure that rural areas are not disproportionately impacted by the provisions of this Act.
- (4) The report must be accompanied by a statement from the Secretary of State on how the findings of the report will be addressed, including any further steps to mitigate negative impacts on rural areas, if applicable.”

***Member's explanatory statement***

*This amendment requires the Secretary of State to publish a report within six months on the impacts of the Act on rural areas.*

LORD BRADSHAW  
BARONESS PINNOCK

50 After Clause 27, insert the following new Clause –

**“Provision of grants for bus services: traffic reduction plan requirement**

In the Transport Act 2000, after section 159 insert –

**“159A Provision of grants for bus services: traffic reduction plan requirement**

- (1) Where the Government has issued financial support for the provision of bus services, including in the form of grants, to local highway authorities, or other authorities deemed relevant by the Secretary of State, it must be subject to the condition that the recipient authority implements a traffic reduction strategy aimed at increasing bus speeds.
- (2) The strategy published under the provisions of subsection (1) must include –
  - (a) measures to reduce congestion and delays for bus services;
  - (b) provisions to improve bus priority and traffic flow;
  - (c) clear targets for improving bus speeds and service reliability.
- (3) The relevant authority must take reasonable steps to implement the strategy, and where it is unable to do so, it must provide a statement outlining the reasons for non-implementation, which must be made available to the Secretary of State.
- (4) If the authority fails to adequately implement the strategy or meet the agreed targets, the financial support may be reduced or revoked.
- (5) The Secretary of State may issue guidance to ensure consistency in the development and implementation of traffic reduction strategies.””

***Member's explanatory statement***

*This amendment requires that financial support, including grants, issued by the Government to local highway authorities or other relevant bodies is conditional on the implementation of a traffic reduction strategy aimed at increasing bus speeds, with provisions for reporting and accountability if the strategy cannot be fully implemented.*

## BARONESS PIDGEON

51 After Clause 27, insert the following new Clause –

**“Review of bus fare impact on patronage**

- (1) Local transport authorities must conduct a comprehensive review of the impact of bus fares on passenger patronage within their jurisdiction.
- (2) The review may assess –
  - (a) how fare levels influence ridership trends,
  - (b) the social, economic, and environmental outcomes of current fare structures,
  - (c) potential changes to improve accessibility and increase patronage, and
  - (d) potential benefits, if any, of the simplification of ticketing systems for the purposes of increasing bus patronage.
- (3) The first review must be completed and published no later than six months after the date on which this Act is passed.
- (4) Subsequent reviews must be conducted at least once every three years, and made publicly available.
- (5) In conducting the review, local transport authorities must consult relevant stakeholders, including public transport users, service operators, and community representatives, and any other stakeholders deemed relevant by the local transport authority.”

## BARONESS PIDGEON

52 After Clause 27, insert the following new Clause –

**“Duty to promote bus services**

- (1) It is the general duty of any relevant authorities overseeing bus operations to promote bus services in their jurisdiction.
- (2) In fulfilling this duty, authorities may consider –
  - (a) the potential benefits of making bus services economically competitive with other transport options, ensuring affordability, reliability, and accessibility;
  - (b) measures to enhance the environmental sustainability of bus services, such as reducing emissions and supporting greener transport alternatives;
  - (c) the broader social, economic, and environmental benefits of increasing bus patronage;
  - (d) reducing road congestion and improving urban mobility;
  - (e) contributing to lower air pollution and reduced greenhouse gas emissions;
  - (f) providing affordable, accessible transport that promotes social inclusion;
  - (g) improving access to employment, education, health, and other essential services.

- (3) The relevant authority must publish a report every two years outlining the steps taken to fulfil this duty, including –
  - (a) progress in making bus services economically competitive and environmentally sustainable,
  - (b) the effectiveness of policies and measures aimed at increasing bus patronage,
  - (c) any challenges faced in promoting bus services and proposed solutions, and
  - (d) plans for future improvements in bus services.
- (4) The relevant authorities may consult with any relevant stakeholders, including transport operators, local businesses, and members of the public, which they deem to be expedient for the purpose of fulfilling the duty outlined in subsection (1).”

***Member's explanatory statement***

*This amendment places a broad duty on authorities to promote bus services in their jurisdiction.*

BARONESS PINNOCK

53

After Clause 27, insert the following new Clause –

**“Review of the operation of this Act following changes to local council powers**

- (1) The Secretary of State must, within six months of the passage of any primary legislation in the session in which this Act was passed that alters the powers of local councils in relation to transport, lay before Parliament a review of the operation of this Act.
- (2) The review must assess –
  - (a) the extent to which the changes in local council powers impact the implementation of provisions under this Act,
  - (b) whether any additional measures are necessary to ensure the effective operation of this Act in the light of the changes, and
  - (c) the adequacy of current funding and resources available to local councils to fulfil their duties under this Act following the legislative changes.
- (3) In conducting the review, the Secretary of State must consult relevant stakeholders, including local councils and transport authorities, in preparing the review.”

***Member's explanatory statement***

*This amendment requires the Secretary of State to review and report to Parliament on the operation of the Act within six months of any new legislation affecting local councils' transport powers insofar as those measures are relevant to the provisions of this Act.*

## BARONESS PINNOCK

54 After Clause 27, insert the following new Clause—

**“Training programmes on provisions in this Act and their impact on local transport authorities**

- 5 (1) Local transport authorities must establish and maintain training programmes to ensure staff and relevant stakeholders are informed of the provisions in this Act and their impact on the powers and responsibilities of local transport authorities.
- 10 (2) Such training programmes shall—
- (a) provide a comprehensive overview of relevant legislative provisions in this Act,
  - (b) focus on the practical application of these powers in policy development, planning, and service delivery, and
  - (c) ensure compliance with legal obligations and promote effective decision-making.
- 15 (3) Training must be made available to—
- (a) elected representatives overseeing transport functions,
  - (b) officers responsible for the implementation of transport policies, and
  - (c) any other individuals or organisations directly involved in delivering transport services.
- 20 (4) Local transport authorities must review and update the training programmes regularly to reflect changes to this Act.
- (5) Authorities must publish a summary of the training programmes and participation rates annually to ensure transparency and accountability.”

***Member's explanatory statement***

*This amendment requires local transport authorities to develop training programmes to ensure staff and stakeholders are informed about the provisions in this Act and their impact on the powers and responsibilities of local transport authorities.*

BARONESS GREY-THOMPSON  
BARONESS BRINTON

*As an amendment to Amendment 54*

55 After subsection (2)(c) insert—

“(d) include disability awareness training.”

BARONESS BRINTON  
BARONESS GREY-THOMPSON  
LORD HOLMES OF RICHMOND

56 After Clause 27, insert the following new Clause –

**“Reporting on accessibility of bus services**

- (1) Each relevant authority must prepare and publish an annual report assessing the accessibility of bus services within its geographical boundaries.
- (2) In this section, “relevant authority” includes –
  - (a) a county council in England;
  - (b) a district council in England;
  - (c) a combined authority established under section 103 of the Local Democracy, Economic Development and Construction Act 2009;
  - (d) a combined county authority established under section 9(1) of the Levelling-up and Regeneration Act 2023;
  - (e) an integrated transport authority for an integrated transport area in England.
- (3) When publishing the report, the relevant authority must include a statement indicating whether, in their view, accessibility standards within their geographical boundaries are satisfactory or unsatisfactory.
- (4) The report must also include –
  - (a) an assessment of areas with inadequate accessibility provisions, identifying specific locations and the reasons for accessibility shortcomings;
  - (b) proposals to improve bus route accessibility, including measures to address shortcomings and timelines for implementation;
  - (c) an evaluation of the effectiveness of previous accessibility improvements, including data on their impact on disabled passengers and other affected groups;
  - (d) a review of any barriers preventing the full implementation of accessibility improvements, with recommendations for addressing these barriers, including any additional funding or resources required;
  - (e) evidence of consultations with relevant stakeholders, including disabled persons’ organizations, transport providers, and local communities, to ensure that accessibility improvements meet the needs of all passengers.
- (5) The first report under subsection (1) must be published within 12 months of the day on which this Act is passed.
- (6) Relevant authorities must ensure these reports are publicly accessible and submit copies to the Secretary of State.”

***Member’s explanatory statement***

*This amendment requires relevant authorities to publish a report on the state of accessibility standards of bus services in its geographical boundaries, which include a statement on whether those standards are satisfactory or unsatisfactory.*

BARONESS BRINTON  
LORD BLUNKETT  
LORD HOLMES OF RICHMOND

57 After Clause 27, insert the following new Clause –

**“Public sector equality duty**

In Schedule 19 to the Equality Act 2010 (authorities subject to public sector equality duty), at the appropriate place under the heading “Transport”, insert –

“A bus company providing services for the carriage of passengers by bus under a public service contract awarded under relevant provisions of the Transport Act 1985 or subsequent legislation.””

*Member's explanatory statement*

*This amendment seeks to ensure that bus companies are subject to the public sector equality duty.*

LORD HAMPTON  
BARONESS JONES OF MOULSECOOMB  
BARONESS PIDGEON

58 After Clause 27, insert the following new Clause –

**“Access to the Confidential Incident Reporting and Analysis System (CIRAS)**

In the Transport Act 2000, after section 144E (inserted by section 21 of this Act) insert –

**“144F Access to the Confidential Incident Reporting and Analysis System (CIRAS) for drivers of PSVs**

- (1) Local authorities must ensure that service operators provide drivers of a PSV being used under a licence to provide a local bus service with access to the Confidential Incident Reporting and Analysis System (CIRAS).
- (2) If service operators do not fulfil the requirement under subsection (1) to provide access to CIRAS for drivers, the local authority may revoke the service permit.””

*Member's explanatory statement*

*This amendment seeks to ensure that service operators provide drivers with access to CIRAS (Confidential Incident Reporting and Analysis System).*

LORD HAMPTON  
BARONESS JONES OF MOULSECOOMB

59 After Clause 27, insert the following new Clause –

**“Bus safety performance data**

In the Transport Act 2000, after section 144E (inserted by section 21 of this Act) insert –

**“144F Bus safety performance data**

- (1) Local authorities must publish bus safety performance data online every quarter at a minimum.
- (2) Every calendar year, local authorities must submit bus safety performance data to an independent auditor to assess the data’s accuracy.
- (3) The independent auditor carrying out an assessment under subsection (2) must publish a report on the data which must be made available on the local authority’s website.”

*Member's explanatory statement*

*This amendment seeks to ensure that local authorities publish bus safety performance data every quarter, and that an independent auditor assesses the accuracy of the data annually.*

LORD HAMPTON

60 After Clause 27, insert the following new Clause –

**“Permitted driving time for drivers of PSVs being used under the licence to provide a local service**

In the Transport Act 1968, in section 96(1), at end insert “, subject to subsection (1A).

- (1A) Drivers of public service vehicles (PSV) being used under a licence to provide a local bus service under provisions of the Bus Services (No.2) Act 2025 must not on any working day drive a PSV for periods amounting in the aggregate to more than nine hours.”

*Member's explanatory statement*

*This amendment seeks to change the permitted driving time for bus drivers from ten hours (in aggregate) to nine hours (in aggregate) to align with permitted driving time for HGV drivers.*



LORD HAMPTON  
BARONESS PIDGEON

61 After Clause 27, insert the following new Clause –

**“Professional qualifications for officials in franchising authorities**

In the Transport Act 2000, after section 123X insert –

**“123Y Professional qualifications for officials in franchising authorities**

Officials from a franchising authority responsible for designing, negotiating and enforcing any franchise scheme must have –

- (a) Institution of Occupational Safety and Health (IOSH) certification, and
- (b) National Examination Board in Occupational Safety and Health (NEBOSH) certification.”

*Member's explanatory statement*

*This amendment seeks to ensure that officials from franchising authorities responsible for designing, negotiating and enforcing any franchise scheme have IOSH and NEBOSH certifications.*

LORD BERKELEY

62 After Clause 27, insert the following new Clause –

**“Review: impact on other forms of local transport**

- (1) Within six months of the day on which this Act is passed, the Secretary of State must lay before Parliament a review of the impact of this Act on other forms of local transport.
- (2) The review required by subsection (1) must consider both road- and water-based forms of transport.
- (3) For the purposes of this section, “local transport” means transport which carries passengers no more than 30 miles and does not cross international boundaries.”

THE EARL OF EFFINGHAM  
LORD MOYLAN

63 After Clause 27, insert the following new Clause –

**“Assessment of the impact of ending the £2 bus fare cap**

- (1) The Secretary of State must undertake and publish an assessment of the likely economic and social impacts of ending the £2 bus fare cap.
- (2) The assessment under subsection (1) must include, but is not limited to –
  - (a) the potential impact on passenger numbers, particularly in low-income areas,
  - (b) the financial implications for local transport authorities,

- (c) the potential impact on accessibility for individuals who rely on bus services for essential travel, and
  - (d) the impact on passengers' ability to access socially necessary services, as defined in section 12 of this Act.
- (3) The Secretary of State must lay a report of the assessment before Parliament within six months of the day on which this Act is passed."

***Member's explanatory statement***

*This amendment requires the Secretary of State to conduct and publish an impact assessment on the economic and social consequences of removing the £2 bus fare cap. The assessment must also explicitly consider the impact on passengers' ability to access socially necessary services, as defined in Clause 12 of this Act.*

THE EARL OF EFFINGHAM  
LORD MOYLAN

64 After Clause 27, insert the following new Clause –

**“Financial inclusion in public transport policies**

- (1) Local transport authorities (LTAs) must ensure that all guidance, regulations, and policies implemented under this Act take into account the principle of financial inclusion.
- (2) In particular, LTAs must have due regard to –
  - (a) the affordability of bus services for passengers on low incomes,
  - (b) the availability of payment methods, including cash, that are accessible to all passengers, including those who do not have access to digital or contactless payment methods, and
  - (c) measures to prevent financial barriers from excluding any groups of passengers from accessing essential bus services.
- (3) LTAs must publish a report every four years on steps taken to promote financial inclusion in bus services, including measures adopted to ensure access to cash payment options and affordable services.”

***Member's explanatory statement***

*This amendment places a duty on Local Transport Authorities to prioritise financial inclusion in their public transport policies. It requires LTAs to ensure affordability and accessibility, including access to cash payment options, and mandates periodic reporting on progress.*

THE EARL OF EFFINGHAM  
LORD MOYLAN

65 After Clause 27, insert the following new Clause –

**“SEND pupils and home-to-school buses**

- (1) In discharging their duties under this Act, local transport authorities must have due regard to the needs of pupils with special educational needs and disabilities

- (SEND) when planning, commissioning, or providing services for home-to-school buses.
- (2) In particular, local transport authorities must take into account the following when providing home-to-school bus services for SEND pupils –
    - (a) the specific travel requirements of SEND pupils, including but not limited to the provision of accessible vehicles, safe travel arrangements, and appropriate support during transit;
    - (b) the need for flexibility in travel arrangements to accommodate the varied needs of SEND pupils, including those with physical, sensory, or cognitive disabilities;
    - (c) the availability of transport options that support the inclusion of SEND pupils in mainstream education, ensuring they can access education on an equal basis with other pupils;
    - (d) the potential for tailored travel arrangements, such as assistance with transfers, escort services, or adaptations to vehicles, to ensure the safety and comfort of SEND pupils during their journey to and from school.
  - (3) Local transport authorities must also ensure that –
    - (a) there is clear communication with parents, carers, and guardians of SEND pupils regarding bus transport arrangements and options available to meet their child’s specific needs;
    - (b) where applicable, there is collaborative working between the local transport authority and educational institutions to ensure that home-to-school bus travel arrangements align with the pupil’s education plan or needs assessment.
  - (4) The Secretary of State must, by guidance, specify further details on the best practices and requirements for local transport authorities to meet the needs of SEND pupils in the provision of home-to-school bus travel, with regard to accessibility, safety and effectiveness.
  - (5) The Secretary of State must, every three years, publish a report on the adequacy of home-to-school bus travel provisions for SEND pupils, including any identified gaps in provision and the steps being taken to address them.”

***Member’s explanatory statement***

*This amendment ensures that Local Transport Authorities (LTAs) must consider the needs of SEND pupils when arranging or overseeing home-to-school bus travel services.*

THE EARL OF EFFINGHAM  
LORD MOYLAN

66 After Clause 27, insert the following new Clause –

**“Ensuring travel for pupils attending schools outside local transport authority boundaries**

- (1) Local transport authorities (LTAs) must have regard to the transport needs of pupils attending schools outside their authority’s area.

- (2) LTAs must have discussions with neighbouring LTAs to coordinate travel arrangements for pupils attending schools outside their geographical area, ensuring these arrangements are reasonable and meet the needs of the pupils, particularly those with special educational needs and disabilities.
- (3) The Secretary of State must provide guidance to LTAs on coordinating cross-authority travel for school pupils.
- (4) The Secretary of State must also ensure that, at least once every four years, a report is published evaluating the effectiveness of cross-authority travel arrangements for school pupils, including an assessment of any identified barriers or issues preventing access to education for pupils travelling across authority boundaries.”

***Member's explanatory statement***

*This amendment places a duty on Local Transport Authorities (LTAs) to ensure convenient and accessible travel arrangements for pupils who need to travel to schools outside their authority's area. It emphasizes collaboration between LTAs to coordinate travel routes and ensure efficiency, particularly for pupils with additional needs.*

THE EARL OF EFFINGHAM  
LORD MOYLAN

67 After Clause 27, insert the following new Clause—

**“VAT exemption for private school SEND bus services**

- (1) The Secretary of State must review the application of Value Added Tax (VAT) on bus services provided for special educational needs and disabilities (SEND) pupils attending private schools.
- (2) In conducting this review, the Secretary of State must consider whether bus services provided by private schools for SEND pupils should be exempt from VAT to ensure that these services are accessible and affordable for SEND families.
- (3) The review must specifically assess the impact of VAT on the financial feasibility of providing SEND transport by private schools, including how it may affect access to educational opportunities for SEND pupils.
- (4) The Secretary of State must publish a report on the findings of the review and any subsequent recommendations regarding the VAT exemption for such services within six months of the day on which this Act is passed.”

***Member's explanatory statement***

*This amendment ensures the Secretary of State reviews whether SEND bus services provided by private schools should be exempt from VAT. The review will focus on alleviating financial burdens on private schools and SEND families and enhancing accessibility to appropriate transport services for SEND pupils.*

THE EARL OF EFFINGHAM  
LORD MOYLAN

68 After Clause 27, insert the following new Clause –

**“Review of National Insurance impact on SEND bus services**

- (1) The Secretary of State must undertake an assessment of the impact of the level of employers’ National Insurance contributions on special educational needs and disabilities (SEND) bus services, both for state and private schools.
- (2) The assessment must include –
  - (a) an evaluation of how any increase in National Insurance contributions implemented in the preceding year affects the financial viability of providing SEND school transport services, especially for private providers;
  - (b) an assessment of how any increased costs have impacted the affordability of SEND school transport for families, including whether additional funding or subsidies are required to maintain access to services.
- (3) The Secretary of State must publish a report detailing the findings of this assessment, with recommendations for mitigating any negative impact on SEND school bus services resulting from any National Insurance increase.
- (4) The report must be laid before Parliament within six months of the day on which this Act is passed.”

***Member's explanatory statement***

*This amendment calls for a review of how the recent increase in National Insurance contributions affects the financial sustainability of SEND school transport services, particularly in terms of affordability and accessibility for families.*

LORD MOYLAN  
THE EARL OF EFFINGHAM

69 After Clause 27, insert the following new Clause –

**“Customer-facing technology standards**

- (1) Local transport authorities must take steps to promote the adoption of customer-facing technology to enhance passenger experience on bus services.
- (2) Such steps must include encouraging operators to provide –
  - (a) free WiFi on buses,
  - (b) free device charging facilities for passengers, and
  - (c) technology to improve accessibility and real-time service information for passengers.”

***Member's explanatory statement***

*This amendment would require Local Transport Authorities to promote the use of customer-facing technology, including free WiFi, charging facilities, and accessibility enhancements, to improve the passenger experience.*

LORD MOYLAN  
THE EARL OF EFFINGHAM

70 After Clause 27, insert the following new Clause –

**“Transfer of functions of Traffic Commissioners to the Department for Transport**

- (1) The functions of the Traffic Commissioners established under the Public Passenger Vehicles Act 1981, in so far as they relate to buses, are transferred to the Secretary of State for Transport.
- (2) The Secretary of State may establish a dedicated division within the Department for Transport to carry out functions previously exercised by the Traffic Commissioners and transferred by subsection (1).
- (3) All references to the Traffic Commissioners in any relevant legislation, regulations, or guidance, in so far as they relate to buses, are to be construed as references to the Secretary of State or the dedicated division established under subsection (2).
- (4) The Secretary of State must, within 12 months of the commencement of this provision, publish a report outlining the structure, roles, and responsibilities of any division established under subsection (2).”

***Member's explanatory statement***

*This amendment abolishes the role of Traffic Commissioners in so far as they relate to buses and transfers their functions to the Department for Transport. The Secretary of State will be responsible for implementing these functions through a dedicated division, ensuring streamlined and consistent governance.*

LORD MOYLAN  
THE EARL OF EFFINGHAM

71 After Clause 27, insert the following new Clause –

**“Ensuring interoperability of contactless payment systems**

The Secretary of State must ensure that all contactless payment systems which may be used by those entitled to concessionary fares on buses, whether those buses are operated by different providers or local transport authorities, are fully interoperable across the transport network.”

***Member's explanatory statement***

*This amendment ensures that passengers entitled to concessionary fares on buses can use a single contactless payment method, regardless of which transport network or provider is responsible, promoting ease of travel across different regions.*

LORD MOYLAN  
THE EARL OF EFFINGHAM

72 After Clause 27, insert the following new Clause –

**“Requirement for contactless payment option**

A local transport authority may not commence a franchising contract, implement an enhanced partnership, or establish a municipal bus operator under the provisions of this Act unless it can guarantee the availability of contactless payment options on all services operated under those arrangements.”

*Member's explanatory statement*

*This amendment ensures that LTAs can only proceed with franchising contracts, enhanced partnerships, or municipal bus operations if contactless payment options are guaranteed for all services.*

LORD MOYLAN  
THE EARL OF EFFINGHAM

73 After Clause 27, insert the following new Clause –

**“Passenger complaint handling guidance**

- (1) The Secretary of State must issue guidance to local transport authorities on establishing effective systems for handling and responding to passenger complaints in relation to bus services.
- (2) The guidance must include measures to ensure complaints inform service improvements.”

*Member's explanatory statement*

*This amendment requires the Secretary of State to provide guidance to LTAs on handling passenger complaints effectively and using the feedback to improve services.*

BARONESS PIDGEON

74 After Clause 27, insert the following new Clause –

**“Bus fare cap**

- (1) Bus operators in England, including private companies, franchisees, and local authorities, must not charge more than £2 for a single journey.
- (2) The Secretary of State may review this limit every three years, and consequentially adjust it by regulations made by statutory instrument.
- (3) A statutory instrument containing regulations under this section may not be made unless a draft of the instrument has been laid before and approved by a resolution of each House of Parliament.”

**Member's explanatory statement**

*This amendment, combined with another in the name of Baroness Pidgeon, places a £2 limit on single journey bus fares, which may be reviewed periodically by the Secretary of State.*

LORD WOODLEY

75 After Clause 27, insert the following new Clause –

**“National Bus Forum**

- (1) Within six months of the day on which this Act is passed, the Secretary of State must establish a National Bus Forum.
- (2) The purpose of the National Bus Forum is to address issues affecting the provision of local bus services at industry-wide and strategic level.
- (3) The membership of the National Bus Forum must include –
  - (a) HM Government,
  - (b) trades unions,
  - (c) bus service operators,
  - (d) local authorities in England, and
  - (e) any other body or persons as the Secretary of State deems necessary.”

LORD WOODLEY

76 After Clause 27, insert the following new Clause –

**“Report: local bus services and national sectoral collective bargaining**

With six months of the day on which this Act is passed, the Secretary of State must lay before Parliament a report assessing the impact of the provisions in this Act on the ability of HM Government to introduce national sectoral collective bargaining to the local bus service sector.”

BARONESS JONES OF MOULSECOOMB

77 After Clause 27, insert the following new Clause –

**“Review of the operation of the English national concessionary travel scheme**

- (1) Within six months of the day on which this Act is passed, the Secretary of State must conduct a review of the English national concessionary travel scheme (ENCTS).
- (2) The review must assess –
  - (a) the overall effectiveness and impact of the ENCTS for eligible persons,
  - (b) the impact of the timing restrictions of the ENCTS for eligible persons,
 and



- (c) the approximate cost of removing timing restrictions of the ENCTS to allow eligible persons to use the scheme on travel 24 hours a day and seven days a week.
- (3) In conducting the review, the Secretary of State must consult relevant stakeholders, including local councils, transport authorities and relevant user groups.”

***Member's explanatory statement***

*This amendment requires the Secretary of State to review the current English national concessionary travel scheme.*

BARONESS JONES OF MOULSECOOMB

78 After Clause 27, insert the following new Clause—

**“Review of the provision of bus services to villages in England**

- (1) The Secretary of State must, within two years of the day on which this Act is passed, conduct a review of the level of bus services being provided to villages in England.
- (2) The review under subsection (1) must assess—
  - (a) the change in the level of services to villages since the passing of this Act,
  - (b) the number of villages in England not served by bus services,
  - (c) demographic characteristics of villages in relation to the level of bus services available, and
  - (d) the impact of this Act on the provision of bus services to villages in England.
- (3) In conducting the review under subsection (1), the Secretary of State must consult relevant stakeholders, including local councils and transport authorities.”

***Member's explanatory statement***

*This amendment requires the Secretary of State to review provision of bus services to villages in England.*

BARONESS JONES OF MOULSECOOMB

79 After Clause 27, insert the following new Clause—

**“Review of the use and costs of bus travel for children**

- (1) Within two years of the day on which this Act is passed, the Secretary of State must conduct a review of the use of bus services by children and the possible impact of making bus travel free for children.
- (2) The review must assess—
  - (a) the level of use of bus services by children,
  - (b) the degree to which cost is a limiting factor in children’s use of bus services, and

- (c) the potential health, social and environmental impacts of children being unable to use bus services as a result of the cost of those services.
- (3) For the purposes of the review under subsection (1), “child” means any person under the age of 18.
- (4) In conducting the review, the Secretary of State must consult relevant stakeholders, including local councils, transport authorities and youth organisations.”

***Member's explanatory statement***

*This amendment requires the Secretary of State to review the impact of making bus travel free for children.*

LORD HOLMES OF RICHMOND  
LORD HAMPTON

**79A** After Clause 27, insert the following new Clause —

**“Audio-visual announcements**

- (1) On the day on which this Act is passed, the Secretary of State must publish a plan to ensure all buses are fitted with audio-visual announcement technologies.
- (2) The audio-visual technologies required by subsection (1) must be installed within 12 months of the day on which this Act is passed.”

LORD MOYLAN

**79B** After Clause 27, insert the following new Clause —

**“Real-time passenger information (RTPI) systems**

- (1) Local transport authorities must take steps to introduce and maintain real-time passenger information systems within their area of responsibility.
- (2) A real-time passenger information system is a system that provides passengers with up-to-date information on bus arrival times.
- (3) Local transport authorities must work with operators to ensure that real-time information is accurately captured and displayed in the franchised areas where feasible.
- (4) The Secretary of State must issue guidance to local authorities on the implementation, maintenance, and funding of these systems, to ensure consistency and efficiency across the country.”

***Member's explanatory statement***

*This amendment ensures that all Local Transport Authorities are required to implement real-time passenger information (RTPI) systems within their area of responsibility.*

LORD MOYLAN

79C [Withdrawn]

LORD MOYLAN

79D After Clause 27, insert the following new Clause –

**“Access to airports by bus**

The Secretary of State must ensure that local transport authorities work with airport operators to create and maintain efficient, affordable, and frequent bus services to and from major airports.”

*Member's explanatory statement*

*This amendment aims to ensure better connectivity between local areas and airports, improving the overall efficiency of the transport system and enabling easier access for passengers.*

**Clause 30**

BARONESS PIDGEON

80 Clause 30, page 30, line 35, after “Sections” insert “(Bus fare cap),”

*Member's explanatory statement*

*This amendment, combined with another in the name of Baroness Pidgeon, places a £2 limit on single journey bus fares, which may be reviewed periodically by the Secretary of State.*

LORD HENDY OF RICHMOND HILL

81 Clause 30, page 31, line 1, leave out subsection (2)

*Member's explanatory statement*

*This amendment provides for Clause 21 of the Bill to be brought into force by regulations instead of coming into force two months after Royal Assent. This is to allow sufficient time for guidance under new section 144D of the Transport Act 2000 (inserted by Clause 21 of the Bill) to be prepared.*

THE EARL OF EFFINGHAM

LORD MOYLAN

82 Clause 30, page 31, line 9, at end insert “, subject to subsection (4A).

(4A) Sections 1 to 15 may not come into force until the Secretary of State has published and laid before Parliament the report required by section (*Impact assessment on rural areas*).”

***Member's explanatory statement***

*This amendment combined with another ensures that the Secretary of State must publish and lay before Parliament a report on the impact of sections 1 to 15 on rural areas before they come into force.*



# Bus Services (No. 2) Bill [HL]

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THIRD MARSHALLED  
LIST OF AMENDMENTS  
TO BE MOVED  
IN GRAND COMMITTEE

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*12 February 2025*

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